

**Department of Transportation
and
Infrastructure Renewal**

**Annual Accountability Report
for the Fiscal Year
2012-2013**

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1. Accountability Statement

The Accountability Report of the Department of Transportation and Infrastructure Renewal (TIR) for the year ended March 31, 2013, is prepared pursuant to the Finance Act and government policies and guidelines. These authorities require the reporting of outcomes against the Department of Transportation and Infrastructure Renewal Statement of Mandate for the fiscal year 2012-2013. The reporting of TIR outcomes necessarily includes estimates, judgments, and opinions by TIR's management.

We acknowledge that this Accountability Report is the responsibility of the TIR's management. The report is, to the extent possible, a complete and accurate representation of outcomes relative to the goals and priorities set out in the Department's 2012-2013 Statement of Mandate.

(original signed by)

Minister

Hon. Maurice Smith

(original signed by)

Deputy Minister

Paul LaFleche

2. Message from the Minister

It is my pleasure, as the Minister of Transportation and Infrastructure Renewal (TIR), to present the Department's accomplishments for the fiscal year 2012-2013. The Department continued its efforts towards improving and expanding our roads and highways, helping to create good jobs, grow the economy, and sustain and strengthen our communities.

In December 2012, TIR released the fourth edition of the 5-Year Highway Improvement Plan which highlights projects completed during the 2012-2013 construction season. This plan reflects a balanced approach to improving our roads, with a larger portion of the highway improvement budget directed to improving paved roads before they become severely damaged and require costly repairs. In 2012-2013, 100% of planned work was completed for 8 of our 12 construction categories. Investing in work identified in the plan is one of the best ways to create jobs and improve the quality of life in our communities. The Department's revised approach to planning ahead for highway paving is working. In 2012-2013, the Province paved more than 600 kilometers of road, 100 kilometres more paving than planned.

We also continue to identify and implement measures to increase the energy efficiency of government owned building and implement sustainable measures in building design, construction and operations.

The Department also continued to test new anti-icing techniques which involve pro-actively applying anti-icing products to roadways before or at the onset of winter storm events. These products help melt snow and reduce ice formation on roadways, thereby reducing the amount of time and resources required to restore roads to a clear, dry state.

I know TIR has a strong, dedicated and hard-working workforce and I would like to commend all employees on the 2012-2013 accomplishments and offer my ongoing support for 2013-2014. I look forward to leading the Department as we continue to provide quality and effective services to government clients and all Nova Scotians.

(original signed by)

Hon. Maurice Smith

Minister

Transportation and Infrastructure Renewal

3. Financial Results

Program & Service Area	2012-2013 Estimate (\$ thousands)	2012-2013 Actuals (\$ thousands)	Variance (\$ thousands)
Departmental Expenses			
Senior Management	915	888	(27)
Corporate Services Unit	2,875	2,610	(265)
Policy and Planning	1,232	1,185	(47)
Highway Programs	349,711	352,159	2,448
Public Works	66,884	62,444	(4,440)
Total Departmental Expenses	421,617	419,286	(2,331)
TCA Purchase Requirements	338,939	291,162	(47,777)
Provincially Funded Staff (FTE's)	2,069.1	2,024.7	(44.4)

Budget 2012-2013 to Actual Variance

Transportation and Infrastructure Renewal was \$2.3 million or 0.6% under budget mainly due to administrative and operational savings of \$5.8 million, a decrease of \$1.7 million in amortization due to lower than expected capital project spending and a \$1.8 million reduction in Public Works Special Projects spending. These savings were partially offset by \$2.3 million in snow & ice control costs due to heavier winter conditions and \$4.7 million in Highway and Bridge spending as a result of storm damage repairs and third party recoverable maintenance work.

Highways TCA Purchase Requirements: Decreased due to land purchases and favorable pricing and timing of project scheduling.

Public Works TCA Purchase Requirements: Budget to actual variance reflects the current scheduling and cashflow due to delays in site selection, acquisition of land and progression of projects. Provincial Funded Staff (FTE's): Timing of vacancies being filled.

Improve More Roads in More Communities

The 5-year Highway Improvement Plan includes a commitment of highway capital funding to pavement preservation. This funding is directed to improving paved roads before they become severely damaged and require costly repairs. This approach helps to make sure available funding is used in an efficient and effective manner. Moving from a 'worst first' to a more balanced approach that includes pavement preservation increases both the overall condition of the highway system, and the number of kilometers repaired in any given year.

What Does This Measure Tell Us?

For this measure, completed projects are considered as 100% complete, started projects as 50% complete and deferred projects as 0% complete.¹

Major construction work, asphalt, and bridge replacement/rehabilitation work are as identified in the 5-year plan:

- Major construction includes 100 series highways construction and expansion;
- Asphalt is broken out into repaving of 100 series highways, repaving Arterial/Collectors (i.e., trunks and routes), repaving local roads, pavement preservation, and paving subdivision roads;
- Bridge Replacement/Rehabilitation includes major bridge projects, other bridge projects, and bridge rehabilitation work.

Subdivision paving is a cost-shared program with the Municipalities and is not included in the measure.

The difference between Major Bridge Projects and Other Bridge Projects is the dollar value; major bridge projects include any bridge replacement that is \$2 million or more; other bridge projects are capital work meeting the threshold of \$250,000 and under \$2 million.

Where Are We Now?

In 2012-2013, 100% of planned work was completed for 8 of the 12 categories. Ninety-four percent of the total planned work outlined in the 2012-2013 edition of the 5-Year Highway Improvement Plan was completed or started.

¹ Measurement of project completion under the 5-Year Highway Improvement Plan was amended in 2012-2013 to better reflect the actual results of project progress. Previous reports indicated started projects as 100% complete however, they are now noted as 50% complete. Figures for 2010-2011 and 2011-2012 have been updated to reflect this more accurate measurement model.

The Department's revised approach to planning ahead for highway paving is working. In 2012-2013, the Province paved more than 600 kilometers of road, 100 kilometres more paving than planned.

5-Year Highway Improvement Plan			
Planned Work	% Started* or Completed**		
	Base Year 2010-2011	2011-2012	2012-2013
Major Construction Projects			
100 Series Expansion	82%	100%	100%
Construction 100 Series	100%	100%	100%
Construction on Arterial and Collectors	94%	100%	67%
Asphalt			
Repaving 100 Series Highways	100%	100%	100%
Repaving Arterial/Collectors	100%	100%	100%
Repaving Local Roads	100%	100%	100%
Pavement Preservation	98%	100%	100%
Paving Subdivision Roads	100%	100%	100%
Bridges**			
Major Bridge Projects	71%	67%	58%
Other Bridge Projects	86%	79%	75%
Bridge Rehabilitation	96%	88%	67%
Additional Projects Moved Forward			
Various Repaving & Bridge Projects	n/a	100%	100%
Total	95%	94%	94%

Source: The 5-year Highway Improvement Plan (2012-2013 edition of the Plan maps out the planned projects and investments; the 2013-2014 edition lists the project status for the 2012-2013 projects)

*Started: projects started but not completed in the construction season.

**Completed: Projects completed within the construction season (includes sections of multi-year projects).

Priority

Update and implement the plan for the next 5 year period.

Accomplishments

- The first 5-Year Highway Improvement Plan was completed and available on the Department's website in December 2010.
- Each year the plan is updated and a report is generated on the status of projects completed in the current fiscal year.
- The 2011-2012 status report was included in the 2012-2013 edition of the 5-Year Plan that was posted on the Department's website Spring 2012.

- The 2012-2013 status report was included in the 2013-2014 edition of the 5-Year Plan that was posted on the Department's website on December 20, 2012.

Priority

Continue with chip seal crew established in 2011 construction season and establish an asphalt paving crew in the 2012 construction season.

Accomplishments

- The chip seal crew continued the paving work began in 2011 and was active during the 2012 construction season – 122 km of single chip seal and 51 km of double chip seal were completed in 2012.
- The Department's mobile asphalt plant became operational in Summer 2012, which allows the Department to provide asphalt at market value and encourages competition in all areas of the province. Paving began in July 2012 and 53.8 km were paved (Victoria County and Lunenburg/Queens County).

Priority

Earlier tendering of Highway Construction projects

Accomplishments

- The Department continues to work toward tendering projects as early as possible. For the 2012 Capital Program (2012-2013), 13 tenders were advertised before February 23, 2012. For the 2013-2014 Capital Program, 31 tenders were advertised before February 23, 2013.

Where Do We Want To Be?

Our ultimate target is to achieve 100% completion of annual projected work identified on the 5-Year Highway Improvement Plan.

HIGHWAY INFRASTRUCTURE THAT SUPPORTS ECONOMIC GROWTH

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100-series highways).

What Does This Measure Tell Us?

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the *National IRI Survey – 2001*. The level of riding comfort on 100-series routes reflects highways' contribution to increased economic development by enabling industry to access new resources, facilitating the transport of raw materials and finished goods, and providing mobility for workers and consumers to reach the work place and market place.

Where Are We Now?

The IRI has been consistently below the target of 1.60, decreasing from a high of 1.41 in 2005, and currently at 1.25 in 2011.

The percentage of 100-series highways with an average IRI below 1.80 was 99.4% for 4 of the last 7 years, and is currently at 99.3% in 2011.

Supporting economic growth – IRI Level

IRI Level	2005	2006	2007	2008	2009	2010	2011
Average IRI for the entire 100-series highways	1.41	1.37	1.37	1.30	1.28	1.20	1.25
% of 100-series highways with average IRI below 1.80	99.4%	96.9%	97.0%	99.4%	99.4%	99.4%	99.3%

Source: Data produced by Automatic Road Analyzer (ARAN)

TIR continues to work on strategic activities to provide highway infrastructure that supports economic growth and make life better for families travelling our highways.

Priority

Continue to invest in infrastructure projects under Federal funding agreements.

Accomplishments

- The Provincial/Territorial-Base Funding continues until March 31, 2014 and Build Canada Fund continues until March 31, 2017.

- Examples of infrastructure projects include: Highway 101 Margeson Drive Interchange and Connector, Milford Station Railroad Overpass, and Little Bras d'Or Railroad Overpass – Highway 105.

Priority

Continue investment in expansion of 100-series highway system, through planning design and construction activities.

Accomplishments

- Highway 101, Halifax to Yarmouth
 - Planning and design work continued on the section of twinning from Three Mile Plains to Falmouth. A comprehensive field survey has been initiated for this project and it is expected to be completed next fiscal year. Planning and design work also continued for the section of twinning from Hortonville to Coldbrook.
- Highway 103, Halifax to Yarmouth
 - Planning and design work continued for the new alignment between Broad River and Port Joli. The Environmental Assessment for this project was approved and clearing at the Port Joli end of the alignment was completed. A tender for the Douglas Brook Bridge was awarded in July 2012 to Dexter Construction. Additionally, Federal funding was approved in principle for this project, up to a maximum of \$16.5 million under the Build Canada Fund (BCF).
- Highway 104, New Brunswick to the Canso Causeway
 - The twinning from Pine Tree Rd to Sutherlands River was commissioned and opened to the public in Fall 2012. Total funding for this project under Canada Strategic Infrastructure Fund (CSIF) 2003 was \$11.52 million.
 - The new alignment from Addington Forks to Beech Hill Road was commissioned and opened to the public in Fall 2012. Total funding for this project under the Building Canada Fund (BCF) was \$25 million.
 - Construction of the Lower South River Bridge opened to the public in October 2012. Total funding for this project was \$2.47 million under the BCF.
 - Planning and design work on the new alignment for Beech Hill Rd. to Taylor Rd. continued. Clearing for the South River Bridges was completed in early 2012. The South River Bridges tender was awarded in August 2012 to Nova Construction.
- Highway 105, Canso Causeway to Sydney
 - Planning for the replacement of the Hume Bridge was started. Total funding announced for this project under Build Canada Fund is \$2.25 million.

- Highway 107, Burnside to Sackville
 - Planning and design work continued on the new alignment. Funding announced for this project under the Gateway Fund is up to a maximum of \$17.5 million.
- Highway 125, in the Sydney area
 - Planning and design work continued on the twinning from Sydney River to Grand Lake Rd. Alexander Street Underpass, structure and approaches are now open. A subgrade tender from Exit 6 to Grand Lake Rd. was awarded in June 2012. Total funding for this project under BCF is \$15.27 million.

Where Do We Want To Be?

By 2012, TIR will strive to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways below 1.60
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of ≤ 1.80

IMPROVE HIGHWAY SAFETY

TIR is working toward the outcome of “improving highway safety” through various programs and initiatives. In September 2010, the Council of Ministers Responsible for Transportation and Highway Safety endorsed the *Road Safety Strategy (RSS) 2015*, which succeeds the *Road Safety Vision 2010*. The Road Safety Strategy does not include hard percentage based targets, but seeks to achieve directional downward trends in fatalities and serious injuries throughout its five-year duration. Downward trending will be measured using rate-based measures.

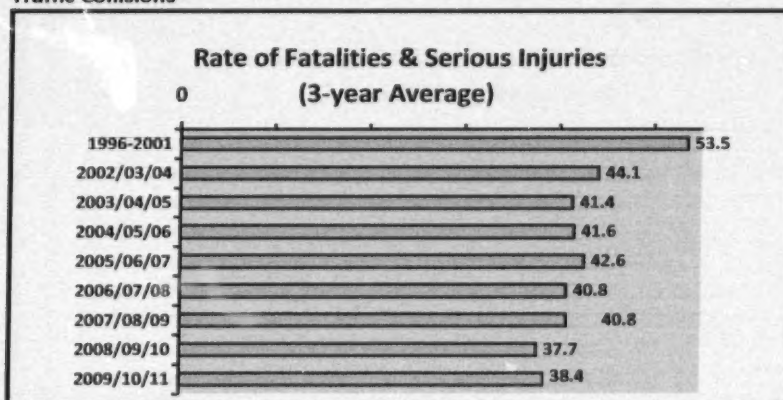
What Does This Measure Tell Us?

The casualty rate is calculated per 100,000 population and is reported on a three-year rolling average. Casualty rates are impacted by driver behavior, vehicle safety, enforcement, education, and engineering programs. The casualty rate is used by TIR as an overall indicator of how well government’s programs are contributing to highway safety. A change in the casualty rate may be caused by any one or a combination of the factors listed.

Where Are We Now?

The three-year average rate declined until 2008/09/10, however the 2009/10/11 three-year average increased slightly. The average rate of fatalities and serious injuries, per 100,000 population, for 2008/09/10 was 37.7 and for 2009/10/11 was 38.4.

Traffic Collisions



Source: Nova Scotia Collision Record Database.

Data for 2010/11/12 were not available at time of report writing.

TIR continues to work on strategic activities to improve highway safety through various programs and activities.

Priority

Continue implementation of the rumble strips program.

Accomplishments

- Shoulder rumble strips continued to be installed along 100-series highways per policy guidelines.
- Approximately 240 km of centre line rumble strips were installed on 100-series, undivided highways, in 2012. Two hundred and sixteen (216) km of these were funded by Traffic Engineering & Road Safety.

Priority

Continue the in-service road safety reviews.

Accomplishments

- In-service road safety reviews continued on as "as requested" basis. As additional staff become trained in the process, a more systematic approach to the reviews will continue.

Priority

Develop a 5-year Road Safety Action plan for Nova Scotia.

Accomplishments

- The plan continues to be under development. In February 2013, the plan was presented to Deputy Ministers of the road safety departments (Health and Wellness, TIR, Service Nova Scotia and Municipal Relations, and Justice), and additional changes were recommended. An update on the revised plan is expected in 2013-2014.

Priority

Continue the Road Safety Advisory Committee to provide advice to government around road safety initiatives.

Accomplishments

- The Road Safety Advisory Committee (RSAC) continued to meet regularly. A study on speed zones was commissioned by RSAC in 2012-2013 to determine if lowering speed limits below 50 km/h in certain areas would be a safety and active transportation benefit to Nova Scotians. Results of this study are expected in 2013-2014.

Priority

Continue with policy analysis of road safety issues.

Accomplishments

- Research continued on key priority areas including impaired driving, speeding, pedestrian and bicycle safety, and distracted driving. Additionally, research with key target groups, such as youth continue, to help support initiatives proposed in the upcoming road safety plan.

- The Department conducts an annual Road Safety Survey, among Nova Scotia drivers 16 and over, to assess knowledge, attitudes and behaviours about various road safety issues. The survey is used to support road safety legislation development, public awareness, enforcement strategies and program development.

Priority

Enhance bridge inspection program.

Accomplishments

- The Department continued to seek suitable Bridge Inspector candidates to fill new Bridge Inspector positions.
- Development and implementation of the new Structure Information System (SIS) software continued in 2012-2013 and was completed and fully operational in January 2013. Department bridge offices are populating data and inspections will be entered into the system throughout 2013.

Priority

Continue to increase the number of commercial vehicle inspections completed

Accomplishments

- A total of 3,550 Level 1 Commercial Vehicle Safety Association (CVSA) inspections were completed in 2012. This exceeded the goal by more than 400 inspections (goal for 2012 was 3,128 CVSA inspections). This goal was based on the number of trained inspectors at 120 inspections each, plus support staff and managers at 32 inspections each.

Priority

Maintain increased hours of operation for scale houses achieved in 2011

Accomplishments

- Hours of operation for scale house for 2012-2013 were as follows: Amherst Outbound (80 hours/week); Amherst Inbound (97 hours/ week); Aulds Cove (84 hours per/week); Kelly Lake (46 hours/week); Enfield (44 hours/week).
- Hired and trained 10 new staff members for vehicle compliance in 2012.

Priority

Ensure regulated semi-annual public passenger inspection requirements are being met and have 1-3 additional Motor Carrier Division inspectors Commercial Vehicle Safety Alliance (CVSA) Certified.

Accomplishments

- Division inspectors continue to ensure regulated semi-annual public passenger vehicle inspection requirements are being met. Additionally, in 2012-2013 four Inspectors participated in a two week CVSA training course and are completing certification requirements.

Where Do We Want To Be?

Our ultimate target is to decrease the three-year average rate of fatalities and serious injuries.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

TIR provides energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings. As part of the ongoing collaboration between the Public Works departments across Canada, TIR agreed to endorse and support sustainable "green" building design and to use Leadership in Energy and Environmental Design (LEED) as the tool to measure the degree to which each design meets the goal of achieving sustainable "green" building design.

What Does This Measure Tell Us?

The LEED Green Building Rating System is a measurement system that assigns credit points for sustainable building initiatives in the design and construction phases. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum. LEED certification is only received after construction is completed.

Where Are We Now?

From 2009 onwards, the Department is targeting design of all new building to LEED Gold Standard. As of December 2011, four projects were targeted for LEED Gold: Yarmouth Memorial High School; Lunenburg P-9 School; NS Medical Examiners Facility; Bedford High School. For 2011-2012, the following projects are tentatively targeting LEED Gold: South Queens Middle School; New Glasgow P-8 School; West Highlands Elementary School.

TIR has applied for LEED Silver Certification for 21 buildings. We have received certification on 3 schools and 2 justice centres (others are waiting for results of certification):

- Sir John A. MacDonald High School received LEED silver certification in April 2008
- Rankin School of the Narrows was LEED certified in April 2010
- Winding River Elementary School was LEED certified in April 2013
- Lunenburg Justice Centre was LEED certified in May 2013
- Yarmouth Justice Centre was LEED certified in May 2013

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings.

LEED Certification Initiatives

LEED Certification	2004-2005	2005-2006	2006-2007	2007-2008*	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013 ²
	#	#	#	#	#	#	#	#	#
New Buildings Designed to Achieve LEED Certification	4 of 6	4 of 4	3 of 3	6 of 6	1 of 1	2 of 2	4 of 4	3 of 3	0 of 0
New Buildings that are certified LEED certified	2 of 4	1 of 4	0 of 3	1 of 6	0 of 1	0 of 2	0 of 4	0 of 3	n/a
New Buildings that are certified LEED Silver	1 of 4	0 of 4	0 of 3	0 of 6	0 of 1	0 of 2	0 of 4	0 of 3	n/a
New Buildings that are certified LEED Gold	0 of 4	0 of 4	0 of 3	0 of 6	0 of 1	0 of 2	0 of 4	0 of 3	n/a
New Buildings Pending Certification	1 of 4	3 of 4	3 of 3	3 of 6	1 of 1	2 of 2	4 of 4	3 of 3	n/a

*Two facilities included in this report did not meet the prerequisite for energy performance under the LEED certification program.

Source: Public Works Construction and Design projects database and Canadian Green Building Council's (CaGBC) certification process

Priority

Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification, where LEED certification is applicable.

Accomplishments

- Where applicable, recent building construction projects under the jurisdiction of TIR, are being designed and constructed to a minimum LEED Silver standard.
- LEED Silver is being targeted for the new Northeast NS Correctional Facility in Pictou County. This project is currently under construction and is scheduled for completion in Spring 2014.
- LEED Silver is also being targeted for:
 - Lakeview Elementary School - Porters Lake
 - The Atlantic Centre for Agri-Innovation - Truro
 - Waverley/LC Skerry Elementary -Waverley
 - Kings County Academy - Kentville

² No new buildings scheduled to be built in 2012/2013

Priority

Target some design and construction for new buildings to LEED Gold Certification standards, where feasible.

Accomplishments

- TIR will be seeking LEED Gold Certification, where appropriate, on future building construction projects.
- LEED Gold is being targeted for the following:
 - Lunenburg P-9 School
 - Yarmouth Memorial High School
 - Bedford High School
 - NS Medical Examiner's Facility – Dartmouth
 - South Queen's Middle School – Liverpool
 - West Highlands Elementary School – Amherst
 - New Glasgow P-8 School

Where Do We Want To Be?

TIR's ultimate target is that all new buildings be designed to LEED certification standards.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

Another outcome of "Energy Efficient and Sustainable Buildings" is to provide energy efficient and sustainable buildings in order to meet the guidelines of the Government's green policy and decrease energy consumption in all new government buildings and major renovation projects.

What Does This Measure Tell Us?

This measure provides a comparison of simulated energy performance data to actual energy performance for new buildings and major renovation projects.

Where Are We Now?

The actual energy data used for comparison purposes is provided by outside agencies and therefore, not always available for measurement purposes. Based on the data available, in 2003 the actual energy performance of four out of five (80%) buildings met or exceeded the theoretical energy performance. The actual energy performance of six out of seven (85.7%) buildings met or exceeded the theoretical energy performance in 2004. Data for 2005 onward are pending, however funds and resources are now allocated to process the data. Results are expected before the end of the 2013-2014 fiscal year.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings and decrease energy consumption in all new government buildings and major renovation projects.

Priority

Continue to identify and implement measures to increase the energy efficiency of government owned buildings.

Accomplishments

- Government buildings continued to be assessed for potential energy efficiency retrofits, designs developed and measures constructed. Building lighting retrofits were implemented in partnership with Efficiency Nova Scotia. Funding was provided to Community Services, Nova Scotia Community College, Nova Scotia Health and Wellness and Trade Centre Limited for energy retrofits.

Priority

Continue to implement green building and environmentally sustainable measures in building design, construction and operations, such as LEED for new buildings, BOMA BEST for existing buildings, and initiatives to improve operations in existing buildings.

Accomplishments

- All TIR core buildings (buildings owned and directly operated by TIR) except Government House and Prince's Lodge, have achieved BOMA BEST certification. BOMA BEST building scores ranged from 61% to 83% with 4 buildings certified, 22 buildings at Level 2, and 5 buildings at Level 3.
- LEED Gold is the target for applicable new construction projects.

Where Do We Want To Be?

The annual target is to have 90% of actual results consistent with theoretical results. The percentage is targeted to increase to 95% (or more) by 2012.

OTHER ACCOMPLISHMENTS

In addition to the Department's accomplishments noted above:

- Several enhancements to the 511 system and Road Condition Reporting System were made in 2012-2013 including:
 - Restructuring of emergency road closures and advisories information resulting in advisories being more visible on the 511 website.
 - Launch of the ferry module which allows ferry captains and marine staff an easier and more efficient way of updating the road condition reporting system and providing the public a means to distinguish between ferry information and other road information.
 - Launched the Halifax Harbour bridges module on 511 system, which is managed by Halifax Harbour Bridges.
- The Department presented the TIR Carrick (CLASS Act) Awards at the 2012 Employee Spring Conference. CLASS is an acronym standing for Creativity, Leadership, Above the Call of Duty, Safety, and Service. These awards are intended to recognize the good work of TIR staff. Award winners were:
 - **Creative Thinking Through Innovation and Resourcefulness**
 - Mike Brewer – Postal Service Mail Inserter Upgrade Security Project
 - **Leadership**
 - Bradley Dearman, Donald Hatt, Jeff Hutt, Joshua Cress, Kirk Adams, Malcolm MacKay, Paul Maillet, Paul Spicer, Robert Kennedy, Sheldon Garland, Stanley MacKinnon, Terry Leonard – Chip Seal Crew
 - **Above and Beyond the Call of Duty**
 - Bradley Hebb, Chester Potter, David Wright, Francis VandenHeuval, Joseph Ogilvie, Tony Harvey – Middleton Bridge Crew/Middleton Bridge Rehabilitation
 - **Safety in the Workplace**
 - Ritchie Hartley – Operator Training
 - **Service to Clients and /or the Public**
 - Andy MacKay – Port Hawkesbury Justice Centre Building

Appendix A – Public Interest Disclosure of Wrongdoing Act (PIDWA)

Annual Report under Section 18 of the *Public Interest Disclosure of Wrongdoing Act*

The Public Interest Disclosure of Wrongdoing Act was proclaimed into law on December 20, 2011.

The Act provides for government employees to be able to come forward if they reasonably believe that a wrongdoing has been committed or is about to be committed and they are acting in good faith.

The Act also protects employees who do disclose from reprisals, by enabling them to lay a complaint of reprisal with the Labor Board.

A Wrongdoing for the purposes of the Act is:

- a) a contravention of provincial or federal laws or regulations
- b) a misuse or gross mismanagement of public funds or assets
- c) an act or omission that creates an imminent risk of a substantial and specific danger to the life, health or safety of persons or the environment, or
- d) directing or counselling someone to commit a wrongdoing

Table A.1

The following is a summary of disclosures received by the Department of Transportation & Infrastructure Renewal:

Information Required under Section 18 of the Act	Fiscal Year 2012-2013
The number of disclosures received	Nil
The number of findings of wrongdoing	
Details of each wrongdoing (insert separate row for each wrongdoing)	
Recommendations and actions taken on each wrongdoing (insert separate row for each wrongdoing)	